

MODES FOR THE AUTO.

Practical Costumes That Are Also Attractive.

NEW GRACES OF MOTOR COATS.

Pretty, Yet Able to Defy Wind and Rain and Dust.

Gowns for the woman who goes touring or on long runs—Silk Rubber Coats Now Made of Any Weight and in Any Color—They Are Often Elaborately Trimmed—Many Models to Choose From—Silks and Wools and Lighter Materials Also Used for These Coats—Costs of White Leather a Paris Extravagance—Silk Bloomers.

The rise of the motor fad has given tailors a new problem to solve and added one more worry to the burden of the woman who takes her costume seriously. The sport that does not afford scope for wearing costumes can never gain a firm hold upon the affection of the average woman, and, for that matter, it is a question whether any sport conceivable could be beyond the possibilities of piquant dress. Of course, there are athletic women who do not care how they look, but they are mercifully few, and the craze for such independence that made fright of a majority of the summer girls a few summers ago has apparently run its course.

The athletic girl is as much to the fore as ever, but she no longer goes in enthusi-



OF DARK BLUE SILK RUBBER WITH BLACK trim, for the unbecoming and untidy, and sporting dress has made rapid strides within the last two or three years.

When the automobile invaded the world of sport it called for something absolutely new in the line of costume, but the first efforts to furnish that novelty were not calculated to rouse feminine enthusiasm. Apparently the only way to motor comfortably was to resign one's self to looking like a guy, and while a few women were willing to make the sacrifice in the interests of novelty, even those few sighed over the cruel necessity.

But we have changed all that, or rather the tailors and hat makers, aided and abetted by fair customers, have changed it. With the multiplication of electric broughams, victorias, etc., for town use, and the many beautiful cars serving chiefly for short runs, has come a type of motor costume picturesque, elegant and far removed from the original experiments.

Touring and long runs still call for coats and headgear that are practical and serviceable, able to defy wind and rain and dust, but even the touring costume has taken on new graces, and to-day it is possible to be sensibly dressed for country motoring, yet attractively attired at the same time. There is no denying that goggles are disfiguring things, and none of the various



TAN PONGEE.

substitutes is much of an improvement; but goggles are easily adjusted and removed, and in many cases a substantial veil will be protection enough without the goggles.

It is in the realm of the silk rubber coat that one finds many of the smartest motor coats of the practical type, and manufacturers of this material, realizing their golden opportunity, have been achieving wonders in improvement of color and quality. One may have a silk rubber coat of any weight and almost any modish color. The material is, of course, proof against rain and dust, easily cleaned, not too heavy for comfort, while offering an impenetrable front to the keen wind that is likely to attend motoring even upon summer days. The one objection to the material is the fact that it has an undesirable odor of rubber, but this odor has been diminished greatly and one soon grows accustomed to it. The smooth firmness of the fabric offers an excellent opportunity for the stitching and the strapping which are the important and the supple insures graceful folds, so there is small wonder that makers of motor coats are exploiting silk rubber and women are approving.

All the darker shades of blue, several deep reds, and a few attractive groups of chestnut browns and other dark bright

browns, the mode and dust and tan colors, gray from a light shade almost a pearl through the dove and smoke tones to steel and gunmetal grays, white, black and plum—these are the colors most favored for the rubber coats, though vivid colorings such as orange in the satin finished rubber are used as relieving notes upon dark colored coats.

The gleaming satin finished silk rubber of high luster is chosen for a majority of the coats, and is slightly heavier than some of the duller finish rubber. The latter is often almost as light in weight and as supple as crêpe, and lends itself readily to certain picturesque coat lines, although the former rubber shows tailor stitching and cutting better.

A charming coat illustrated among the small cuts was of this exceedingly light weight silk rubber, in a gray little darker than pearl, and it had a soft luster, although not the satiny surface. It was severely

and English woolen stuffs. Both taffeta and pongee are charming materials for dust coats and are much cooler for hot weather wear than rubber, but they are not of course, adapted to all weathers as is the rubber. Mohair is perhaps more serviceable but less smart.

Some of the pongee coats intended for practical wear are less severe than the rubber coats, though usually following much the same lines. Take, for example, the coat of dark blue pongee figuring in the large picture.

It is cut with a cape and has a waistcoat, cuff and collar finish of red cloth embroidered in white and dark blue. The buttons are blue and red and heavy blue silk cord-laces hold the coat in front. The model is serviceable in so far as pongee can be serviceable, yet has a hint of gay frivolity that pleases some women more than tailored severity.

Another model much liked in pongee

The material was a soft finish taffeta in black and white shepherd-plaid. Narrow black silk piping and small buttons covered with black taffeta were the only trimming save for a flat collar finish of white taffeta bordered by black piping; but the cut of the garment and the fashion in which the fine lines of black silk and the buttons were applied gave the coat a modish air lacking in many more pretentious motor garments.

A flat collarless neck finish such as was a feature of this coat appears upon many of the summer motor coats, protection of the frock collar and throat being left to the enveloping folds of the veil or the soft silk hood. Some women say that a coat collar is merely unbecoming, since for ordinary riding a chiton veil is swathed around the throat after covering the hat and ties in front, and for touring some sort of hood drawn closely over the hair and under the chin, with a short cape to hold it down, and the coat, is essential. However, a majority of the practical motor coats have either close standing collars, buttoning over, or high turn over collars.

The sleeve most in evidence is a full coat

for any woman who expects to do much motoring, such a garment is desirable if not absolutely essential, even during the midsummer months.

Swift motoring is always cool sport and there are sure to be many days, even in summer, when a thin coat is not enough protection. The lightweight coat may, of course, be supplemented by a separate waistcoat or a knitted golf sweater, and where two coats are out of the question this arrangement is, perhaps, preferable to the one heavier coat, for the latter will be found too warm at times; but two coats are really needed in the summer outfit for motoring.

The heavy wool coats are perforce built upon very severe tailored lines, and, like a majority of the best silk rubber coats, owe their success to cleverness in cutting, stitching and strapping. The modified Russian and paddock coat lines are the usual thing, and many variations are rung upon these, and effective trimmings of leather or contrasting cloth are often introduced.

A dark mixed blue and brown tweed, for example, has a collar piping and buttons of brown leather, and one unusually know-



AUTOMOBILE COATS OF SILK, RUBBER, LEATHER AND PONGEE.

plain, with long straight fronts that might be closed or buttoned back to show the smartly tailored, double breasted waistcoat of the same gray rubber, buttoning with buttons of gray pearl.

A yoke cut with two deep points front and back and heavily stitched gave individuality to the model, as did the full coat sleeve shirred down the outer seam, and from between the yoke points in the back the coat fell in long full plaits of Watteau—or rather of Empire suggestion.

The Empire idea is developed in many of the models, and in order to obtain fullness of skirt without plaiting or untailored-like fullness of the body of the coat, the coat is usually cut in two parts, and the joining of the upper and lower parts gives a chance for varying effects of seaming, stitching, cut, etc.

A back view of a coat shown in the central group illustrates one development of the Empire lines, and this model, offered in blue, brown and dust color, is a particularly attractive one.

The front has an empire effect harmonizing with the back, and the fronts turn back

and taffeta, and popular in light weight silk rubber as well, is the modified Russian blouse in which the redingote has merged its identity so often this season. One of the best coats developed along these lines is in natural blue pongee or champagne color light weight silk rubber.

A heavily stitched belt confines the full blouse at the waist and below the full skirt falls to seven-eighths length. A flat yoke cut in excellent lines and stitched on the edges fits smoothly over shoulders and chest, and six flat buttons of the material set in dull gold pins are the only trimming of a coat that succeeds in being distinctly chic without becoming to all figures.

Both plain and shot taffetas are pressed into service by the motor coat makers, and the checked taffetas, too, are fashioned

into smart dust coats although they are not so practical as the one tone silks in dark or neutral blues. A particularly pretty coat of checked silk, shown in a Twenty-third street house which is noted for its motor outfits and from whose models most of our sketches have been made, was slightly shorter than the usual seven-eighths length and hung straight and full, fitting smoothly over the shoulders, but widening toward the bottom, has do all well out motor and driving coats.



PALE GRAY SILK RUBBER.

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sleeve that may be drawn closely to the wrist, but some of the newest models in lightweight stuffs have double sleeves such as are pictured in one of the cuts. A rather close coat sleeve buttoning snugly at the wrist is the underleeve and over it falls a more picturesque full sleeve, slit up

to the elbow, and the underleeve is cut to the wrist, and the fronts turn back

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OF OVERT CLOTH.

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OF TAN LEATHER.

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WHOLESALE PRICES.

Tables Showing That They Have Advanced Largely Since Passage of Dingley Law.

WASHINGTON, May 27.—A series of tables and explanatory matter, showing the course of wholesale prices during the year 1904 and during the period from 1880 to 1899, were published by the Bureau of Labor to-day. Similar data were published in 1902, 1903 and 1904.

Taken as a whole, the tables show in a striking way that wholesale prices fell sharply after 1892, rose gradually after 1897, when the Dingley law was enacted; and advanced in large percentages in the years following 1899.

The high water mark in wholesale prices for commodities was reached in 1903. The average in that year was 13.8 per cent. higher than the average price for the period of 1880-99, but the average was a fraction smaller last year, when the average price was 13 per cent. higher than the average from 1880 to 1899. These figures apply to commodities as a whole.

The average wholesale price of farm products was highest in 1903. The wholesale price of food products was higher last year than in any year since 1891, the average being placed at 7.3 per cent. higher than the nine year average from 1890 to 1899. Prices of food products were only one-tenth of 1 per cent. higher last year than in 1903.

Clothes and clothing were 8.6 per cent. higher last year than the nine year average already referred to and higher than in any year since 1891. The average was higher by 3.3 per cent. than in 1903. Fuel and lighting were lower in price last year by nearly 17 per cent. than in the year 1903, but still much higher than in any other year since 1890, with the single exception of 1903.

Metals and implements were lower in price than in any year since 1893, the price being only 0.8 per cent. higher than the average from 1880 to 1899. Lumber and building materials commanded a higher wholesale price in 1904 than in any year shown by the Bureau of Labor's records. Prices were higher by 22.7 per cent. than for the nine year period, which is taken as the base of computation, and 1.4 per cent. higher than in 1903.

The wholesale prices of drugs and chemicals were lower than in any year since 1898, but still were 10 per cent. higher than for the nine year average. There was a slight fall in the wholesale price of house furnishings last year, but the average was 11.7 per cent. above the average for the nine year period.

SCHENECTADY'S VISITORS.

That City the Mecca of the Electric and Steam Railroad World.

SCHENECTADY, May 27.—Schenectady is very cosmopolitan these days. In addition to its resident foreign population of fully 25,000, speaking twenty-five or thirty tongues, the city is visited almost daily by foreigners from all parts of the world. Last week one of the two sections of the International Railway delegates spent a day here and made a thorough inspection of the city's two great industries, the General Electric Company and the American Locomotive Company. The delegates were treated to an elaborate lunch at the hotel, and then, at 12 o'clock, they were taken to the works of the famous electric locomotive No. 6,000—the joint production of the two main industries of the city.

Yesterday the delegates of the other section, who were from the German, French, Austrian, Russian, Italian, Belgian, Spanish, Japanese, Chinese, Australian, British, and other countries, were taken to the works of the famous electric locomotive No. 6,000. The visitors were R. van Hasselt, president of the Holland Railroads, Amsterdam, Holland; J. J. van Loenen, chairman of the division of the same system, and H. P. van Maas, secretary of the Holland Electric Railway Company's chiefs of division.

Schenectady has become the Mecca of the electric and steam railroad world. The pilgrims come from everywhere—Germans, Hollanders, Frenchmen, Austrians, Russians, Italians, Belgians, Spaniards, Japanese, Chinese, Australians, British, and other countries, and about all the nationalities under the sun.

Fewer Men Using Umbrellas.

From the *Milwaukee Sentinel*. "I believe the use of umbrellas by men is largely being discontinued," said the dealer. "There was a time when every man had an umbrella and was absolutely dependent upon it in the event of a rainstorm, but from observation I have been making for many years, I am convinced that in a few years the man with an umbrella will be the exception and not the rule."

"The umbrella will become as obsolete as the rubber overcoat is to-day. Not many years ago almost every man who went out in the finest footwear of the present period would have been out only for an outdoor laborer's shoes, and now they wear the dainty shoes that are so comfortable in fair weather, necessary in wet weather, and which are so comfortable in the rain. The rubber overcoat will be replaced by the light and comfortable, stylish in appearance, and can be carried with as little inconvenience as an umbrella. Then there is no trouble about managing it in a wind storm. But when a man thus equipped, through a small sized hurricane with an umbrella, he is about ready to throw it away and take his chances with the elements."

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